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through innovation and exceptional service.*

TECHNICAL BULLETIN

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Replacing temporary Pre-cast Concrete Barrier NJ Shape for F Shape

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Special points of interest:

- FIIPS database has been improved to more effectively manage and measure improvements to Bridge infrastructure.
- The configuration is designed to correspond with the Trns*Port structure.
- A ready-made template will make it easier to build Categories in Trns*Port

Background

The Department has made a recent policy change to adopt an FHWA mandate for *National Cooperative Highway Research Program* (NCHRP) 350 Test Level 3 on roadside safety. This mandate is to provide the new Temporary Pre-cast Concrete Barrier F Shape on projects that are on the National Highway System and projects classified as new construction or reconstruction on state trunk highways and connecting highways

The use of the existing NJ Shape barrier should be discontinued and replaced with the new F Shape barrier **as it is damaged or worn out**. Current NJ Shape barrier will no longer be acceptable for use on all aforementioned projects beginning with October 2013 Lettings.

Problem

Contract Administration guidance is needed due to several differences between the two systems. The F Shape system segments are 12'6" long compared to the NJ Shape system which is 10'0" long. The F Shape has three loop bars used for connection compared to two wire rope loops on the NJ Shape. **Intermixing of the two systems is not acceptable.**

Solution

Contractors may propose the substitution of the F-Shape barrier for the current NJ-Shape barrier as an equal alternative for the 2003 construction season. **Only single continuous installations and transitions of the barrier system substituted.**

What's wrong
with this picture?

The answer
may be found
On
Page 4

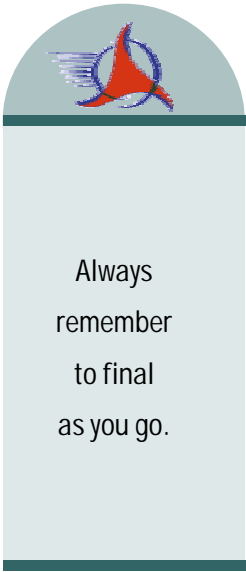


Construction Management Tips

Listed below are the mandatory elements of Fieldmanager and the Field Information Tracking System (FITS)

FieldManager

- 1) Confirm the Resident Engineer field has the name of the DOT Supervisor and the Project Engineer field has the name of the Project Manager/Field Engineer.
- 2) Time started is required. When time is started, send a FITS file to the office.
- 3) Construction Started date is required.
- 4) All approved sub-contractors have been added.
- 5) A Daily Diary Report is required for each day of the week, including Saturday, Sunday, and holidays unless time has been suspended. Input must include time charges and the controlling item of work. If there was no work done, report that for the day.
- 6) An Inspector's Dailey Report is required for each day that a contractor worked. Input must include men and hours for the contractors that worked, weather and the inspectors' comments. IDR's do not have to be input on each individual day, but they are to be up to date at the time of estimate submittal.
- 7) On Working Day Contracts a "Weekly Statement of Working Days" is to be printed in the field office and filed with the field records. It is recommended to share a copy of this report with your contractor.
- 8) Estimates are to be submitted bi-weekly for any contract that has a payment due of \$1,000.00 or more. After sending an estimate you are required to send your Field Manager data to the office via the Field Information Tracking System (FITS).
- 9) All Contract Work completed is required. When work is completed send a FITS file to the office.
- 10) Contractors Performance Report



Always
remember
to final
as you go.

Field Information Tracking System (FITS)

- 1) You are required to send a FITS file when:
 - a) ECIP is approved
 - b) Time starts
 - c) A Traffic Impediment Report is made
 - d) An estimate is sent
 - e) Work is complete
 - f) A DQI report is complete
- 2) ECIP Approval Dates are required
- 3) Staff Information is required
- 4) Field Office Information is required
- 5) Traffic Impediment Information is required
- 6) Structure Information
- 7) DQI Information

Always remember to **FINAL AS YOU GO**.....

If you have any questions during the course of your project regarding your construction records, please contact Sandi Villiesse at (262) 548-8649.

New Specifications

The 2003 edition of the “Standard Specifications for Highway and Structure Construction” updates the 1996 edition effective with the November 2003 bid lettings and returns *the primary system of measurements to the US system.*

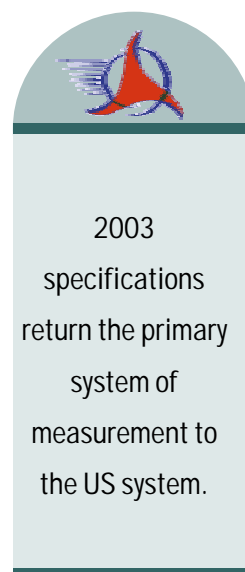
The document can be downloaded free via the WisDOT Extranet site at:
<http://www.dot.wisconsin.gov/business/engrserv/construction-library.htm>.

Persons must register for access to the extranet site at:
<http://on.wisconsin.gov/servlet/wimap/selfreg.SelfRegController>.

Later this summer the 668- page publications will be available on compact disc (CD) at a cost \$8.00 or a bound copy at a cost \$25.00. The prices include shipping, handling, sales tax and a copy of the latest supplement. They can be purchased over the counter or by mail at the following locations:

Bureau of Highway Construction Room 601
 4802 Sheboygan Ave, PO Box 7916
 Madison WI 53707-7916
 Phone (608) 266-3963
 Or
 Document and Map Sales
 3617 Pierstorff Ave. PO Box 7713
 Madison WI 53707-7713
 Phone (608) 246-3265

Checks should be made payable to “Wisconsin Department of Transportation.” Over the counter sales are payable by check or **exact amount of cash**



Special Provisions – What Comes First?

When assembling the Special Provisions for a project, designers need to be aware of the order the individual articles need to be placed. With the new spec book and bid item numbering, the order of articles has changed slightly.

Prior to the 2003 Standard Specification book, modifications to standard specifications were grouped together and listed according to spec book numbering order (900xx); and then STSP bid items (900xx) were grouped together and listed in numerical order of 903 to 800 numbers. Now that the STSP items have spec book numbering, both modifications and STSP's will be grouped together in the same section and listed in the spec book numbering order. Non standard bid or unique items, old 900xx numbers now called SPV items, will continue to be listed in numerical order in the section following the modifications/STSP section.

Contact Scott Ahles at (262) 548-6894 or Bob Roszkowski at (262) 521-5457 with any questions.

Transportation District 2

WISDOT District 2
141 NW Barstow St.
PO Box 798
Waukesha WI 53187-0798

Phone 262 548 6729
Fax 262-548-6465
E-Mail: dtd2techbulletin@dot.state.wi.us

Visit our Web Site
<http://dtd-d2>
Click on the Technical
Bulletin Link



I n c r e a s i n g
P r o d u c t i v i t y

Construction and Materials Manual (CMM)

The June 2003 Construction and Materials Manual update and the 2003 Construction Notes #1-5 are available on line.

DOT staff will find it on DOTNET at:
<http://dotnet/dtidcons/cmm/cmm.htm>

It is also on the Extranet in the Construction Standards Library for users outside of WisDOT.
<http://trust.dot.state.wi.us/extntgtwy/dtidcons/constnds/>

The update and full manual set are available to be printed or saved to CD from the on-line version of the CMM. The Bureau of Highway Construction will no longer order and distribute printed copies. An order form and instructions how to get multiple printed copies through WisDOT Printing Services is available through an electronic print request located on the first page of the site for the CMM.

Answer to picture question on page 1 – Ponding at Intersections

The photo shows ponding of water in the middle of an intersection where new concrete pavement was placed higher than the existing pavement, preventing the water from draining to the median curb and gutter. Care and attention to detail must be considered when placing partial sections of concrete pavement in intersections. The profile of the existing pavement should be determined prior to establishing grades for the new pavement. Adjusting the new curb and gutter grades and pavement grades to ensure proper drainage of water from the concrete pavement is critical.